

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

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RESOLUTION SUPPORTING:

- A) THE FINDINGS OF THE COMPREHENSIVE STATEWIDE STUDY ENTITLED, "CALIFORNIA STATEWIDE LOCAL STREETS & ROADS NEEDS ASSESSMENT 2014 UPDATE" DATED OCTOBER 2014; AND
- B) THE NEED TO IDENTIFY ADEQUATE AND STABLE STATE TRANSPORTATION FUNDING FOR LOCAL STREET AND ROAD MAINTENANCE AND REHABILITATION

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, cities and counties own and operate over 81% of the roads in California, where every trip begins and ends, and the local system is critical for safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce; and

WHEREAS, the maintenance and preservation of the local transportation network provides both public and private sector jobs and thus supports economic recovery in every corner of the State. Furthermore, well maintained infrastructure is critical for economic development by attracting businesses and providing for the safe and efficient movement of both people and goods; and

WHEREAS, while Federal and State governments regularly assess their transportation system needs, no such data existed for the local component of the State's transportation network until the California Statewide Local Streets and Roads Needs Assessment Study dated October 20, 2009 provided a critical analysis

and information on the local transportation network's condition and funding needs; and

WHEREAS, on January 26, 2010, this Board adopted Resolution No. 070594, supporting the 2009 study and authorizing that the Resolution and a letter declaring opposition to future cuts in vital transportation funding and support for stable funding for local streets and roads, be sent to the Governor and each State Legislator involved with transportation policies and budget making decisions; and

WHEREAS, on March 1, 2011, this Board adopted Resolution No. 071282, supporting the 2011 study (first update to the 2009 study) and authorizing that a letter be sent to the State Legislators involved with transportation policies and budget making decisions, supporting a comprehensive fix to the transportation tax swap, which eliminated sales tax on gasoline (Proposition 42 funds) and replaced the lost funds with an increase in the gasoline excise tax (Highway User Tax Account - HUTA); and

WHEREAS, on April 23, 2013, this Board adopted Resolution No. 072474, supporting the 2013 study and the need to identify adequate and stable State transportation funding for local street and road maintenance and rehabilitation; and

WHEREAS, an updated California Local Streets & Roads Needs Assessment 2014 Update (Study), dated October 2014, has been prepared and provides more current analysis and information on the State's local transportation network's condition and funding needs; and

WHEREAS, the Study surveyed all of California's 58 counties and 482 cities in 2014, resulting in data that represents more than 99% of local street and road miles in

the State; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category; and

WHEREAS, if current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 55 by 2024; and

WHEREAS, the unincorporated areas of the County of San Mateo currently have an average PCI of 68; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo PCI of 66, let alone bring the system into a good condition which is the most effective use of public funds; and

WHEREAS, ongoing road maintenance is a significant public safety concern. Maintaining the paved road network (pothole filling, sealing, overlays, etc.), traffic signals, signs, and street lights have a direct correlation to improving public safety thus reducing traffic accidents, injuries and deaths; and

WHEREAS, to spend the taxpayer's money cost-effectively, preserving and maintaining the local system in good condition, or at a level of best management practices, is less costly in the long term and will reduce drive times and traffic congestion, improve bicycle safety, and enhance the pedestrian experience, which leads to reduced vehicle emissions helping the State achieve its air quality and

greenhouse gas emissions reductions goals; and

WHEREAS, in order to bring the local system into a cost-effective condition, thereby preserving the public's \$188 billion pavement investment, and stopping further costly deterioration, approximately \$10.8 billion annually (\$7.3 billion for pavements and \$3.5 billion for essential roadway components and bridges) in new money going directly to cities and counties over a period of ten years is needed to stop the further decline and deterioration of our streets and roads; and

WHEREAS, this Board finds that it is in the best interest of the County to support the Study and the findings contained in the Study, because implementation of the findings is likely to enhance the public safety of our communities, maintain roads in a cost effective manner, and supports the need for adequate and secure funding for roads as they represent a significant investment and are an integral part of the transportation system for the public.

NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED as follows:

1. This Board, in the best interest of the County, supports the findings of the California Local Streets & Roads Needs Assessment 2014 Update, dated October 2014.
2. This Board supports the State's identification of adequate and stable transportation funding for local street and road maintenance and rehabilitation.

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